

BookletChart™

Southwest Harbor and Approaches – Mount Desert Island

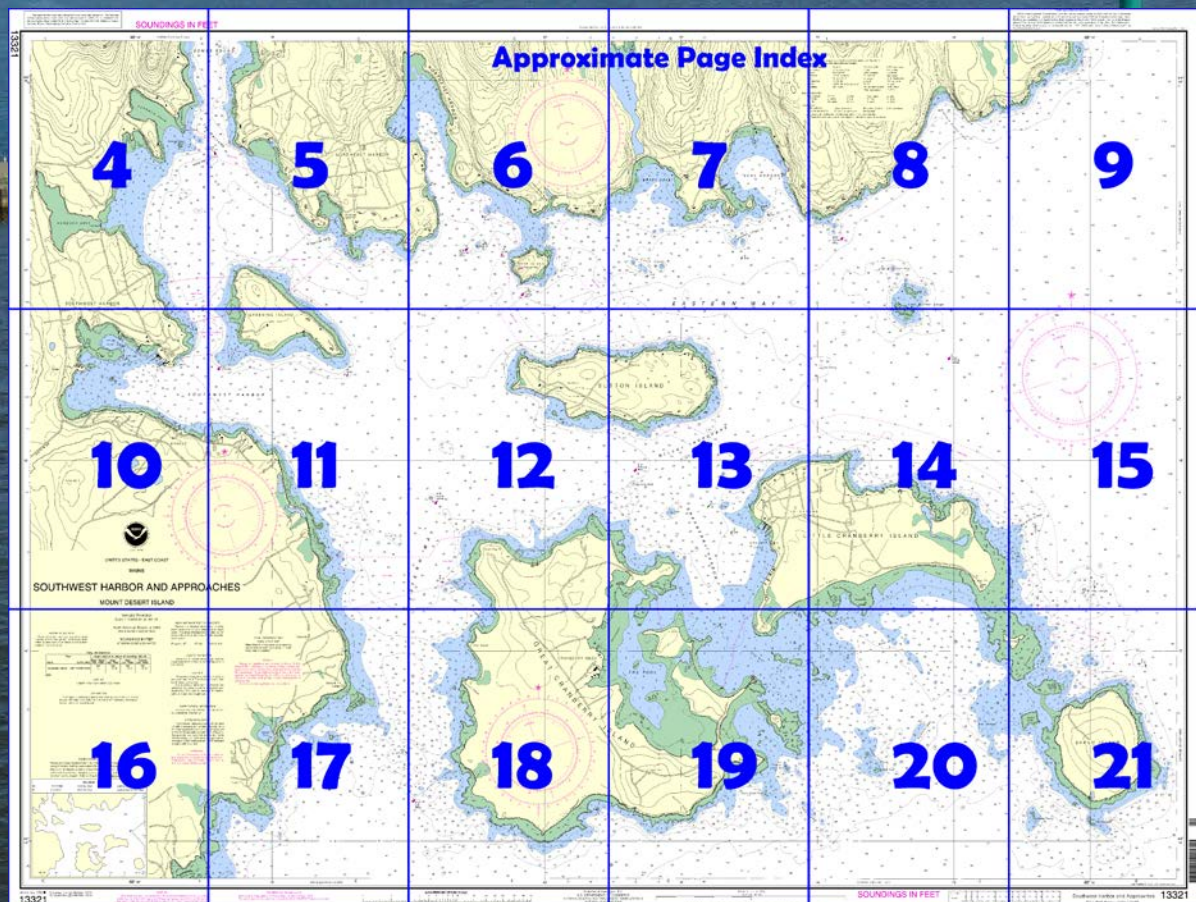
NOAA Chart 13321

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13321>.



(Selected Excerpts from Coast Pilot)
Southwest Harbor, Somes Sound, Northeast Harbor, Seal Harbor, and several other coves are in the southeast side of Mount Desert Island, inside a large group of islands and shoals. These waters are the approaches to several important villages and summer resorts, and are frequented by many pleasure craft and fishing boats. Southwest Harbor is used extensively as a harbor of refuge. The harbors can be approached through the channels on either

side of Sutton Island or through Western Way.

No-Discharge Zone.—The State of Maine, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone

(NDZ) in the municipal waters of Mount Desert, Southwest Harbor, portions of Cranberry Isles, and Tremont (see chart 13318). Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

Baker Island, 3.3 miles south of **Western Point** and the most southeasterly of the group of islands in the vicinity, is mostly wooded, but grassy on its northwest end. There are several houses on the island.

Baker Island Light (44°14.5'N., 68°11.9'W.), 105 feet above the water, is shown from a 43-foot white stone tower in the center of the island. The light is partially obscured by trees. The island is surrounded by ledges, bare and covered, and should be given a berth of at least 0.4 mile.

Harding Ledge, covered 1½ feet, about 0.2 mile off the east end of Little Cranberry Island, **Gilley Ledge**, covered 11 feet and about 0.55 mile north of Baker Island and the ledges extending northeastward and eastward of Baker Island, are all marked by buoys.

Little Cranberry Island, about 1 mile northwest of Baker Island, is low and wooded. A large white building with a lookout tower is prominent on the southeast point of the island. **Islesford** is a village on the west side of the island. Three piers with float landings and the ruins of an old stone breakwater-pier, close northwestward, are on the north side of **Hadlock Cove**, a bight off Islesford. Some transient berths are available at the pier landings. The southernmost pier, the village landing, has a reported depth of 9 feet alongside its float. Depths of 7 feet are reported alongside the other two pier landings. Gasoline and diesel fuel are available at the float of the center pier. The mail and passenger ferry uses the village pier. Groceries and limited marine supplies can be obtained in Islesford. A boatyard southward of the piers has several marine railways that can handle craft up to 50 feet for winter storage.

The Gut, a passage between Little Cranberry and Great Cranberry Islands, is used at any stage of the tide by small local craft, but it has many unmarked ledges and should not be used by strangers.

Small passenger and mail boats maintain service between the Cranberry Islands and Northeast Harbor the year round, and between the islands and Seal Harbor during the summer.

Cranberry Harbor, southward of Sutton Island and between Little Cranberry and Great Cranberry Islands, is frequented by small local vessels. Sometimes small coasting vessels anchor in the harbor, but Southwest Harbor offers much better anchorage. The usual anchorage in Cranberry Harbor is in depths of 14 to 20 feet in the middle of the harbor with the wharves at Islesford bearing about 050°. Care must be taken to keep well clear of the buoy on the end of the ledge which extends 350 yards westward from the east side at the entrance. An obstruction, cleared 6 feet, is 0.3 mile northward of Long Point on the west side of the entrance to the harbor.

Great Cranberry Island is about 2 miles west of Baker Island. **Cranberry Isles** is a village on the island. **Spurling Cove** makes into the north shore of the island. The 280-foot village pier, the more westerly of two piers on the south side of the cove, has a float landing at which the mail and passenger ferry lands. About 50 yards southeastward of the village pier is a 300-foot commercial pier, also with a float landing. Depths of 8 feet are reported alongside both float landings. Gasoline, diesel fuel, and water are available at the commercial pier. **Long Point** is the northeast end of the island. **Crow Island**, northeast of **Deadman Point**, the southeast point of Great Cranberry Island, is 26 feet high and grassy with reefs to the east and southeast.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

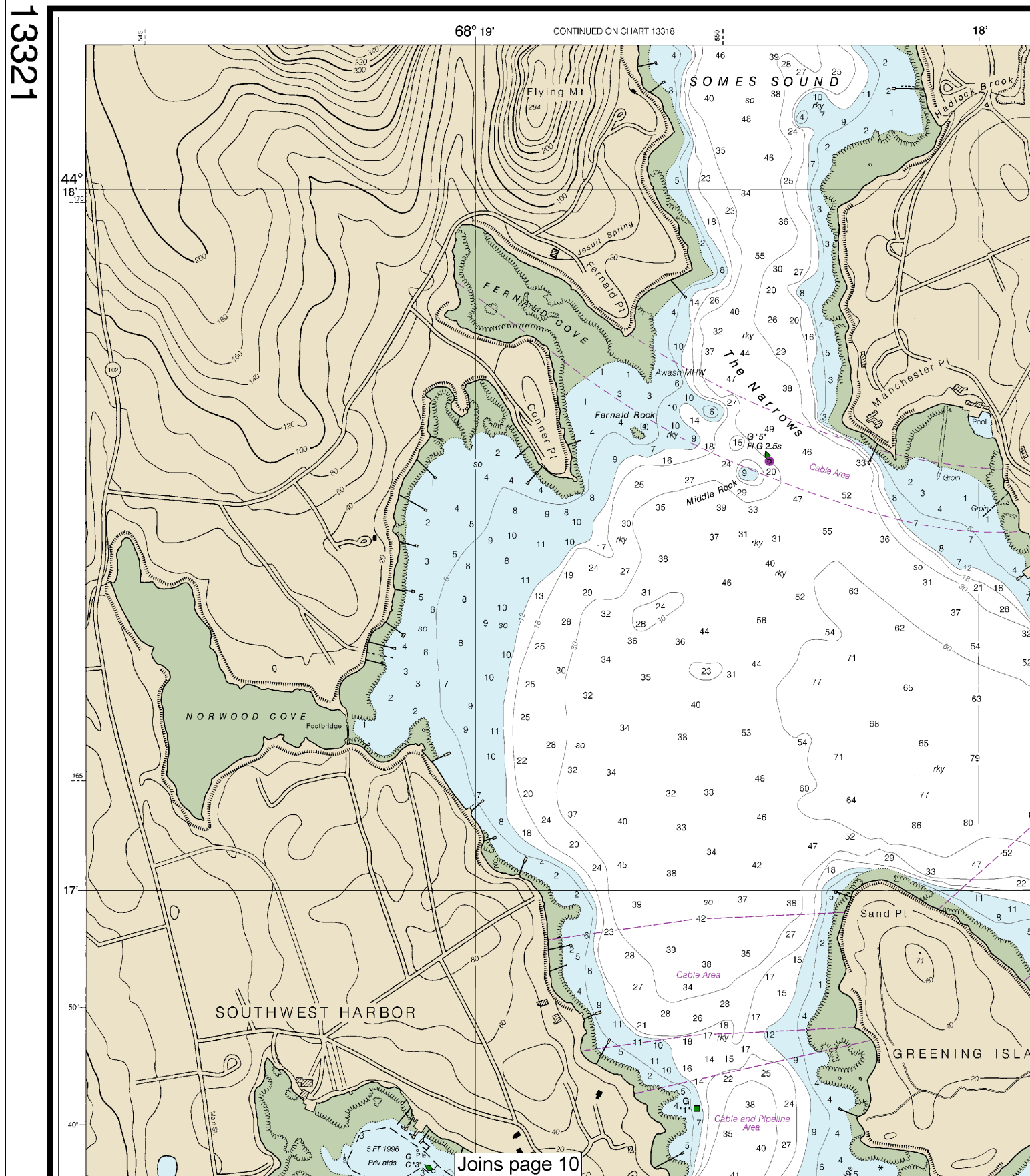
on navigable waters except Western Rivers

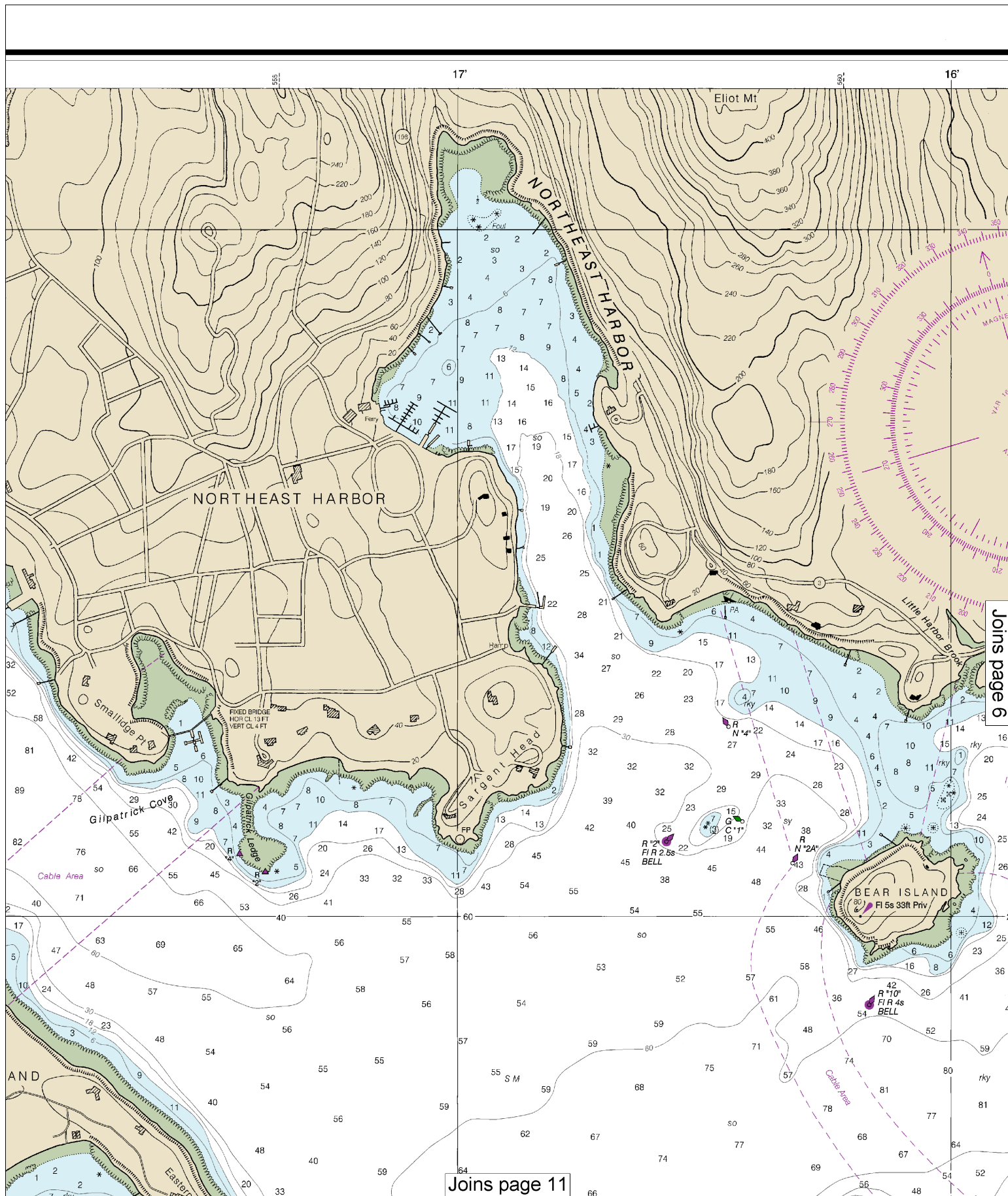


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

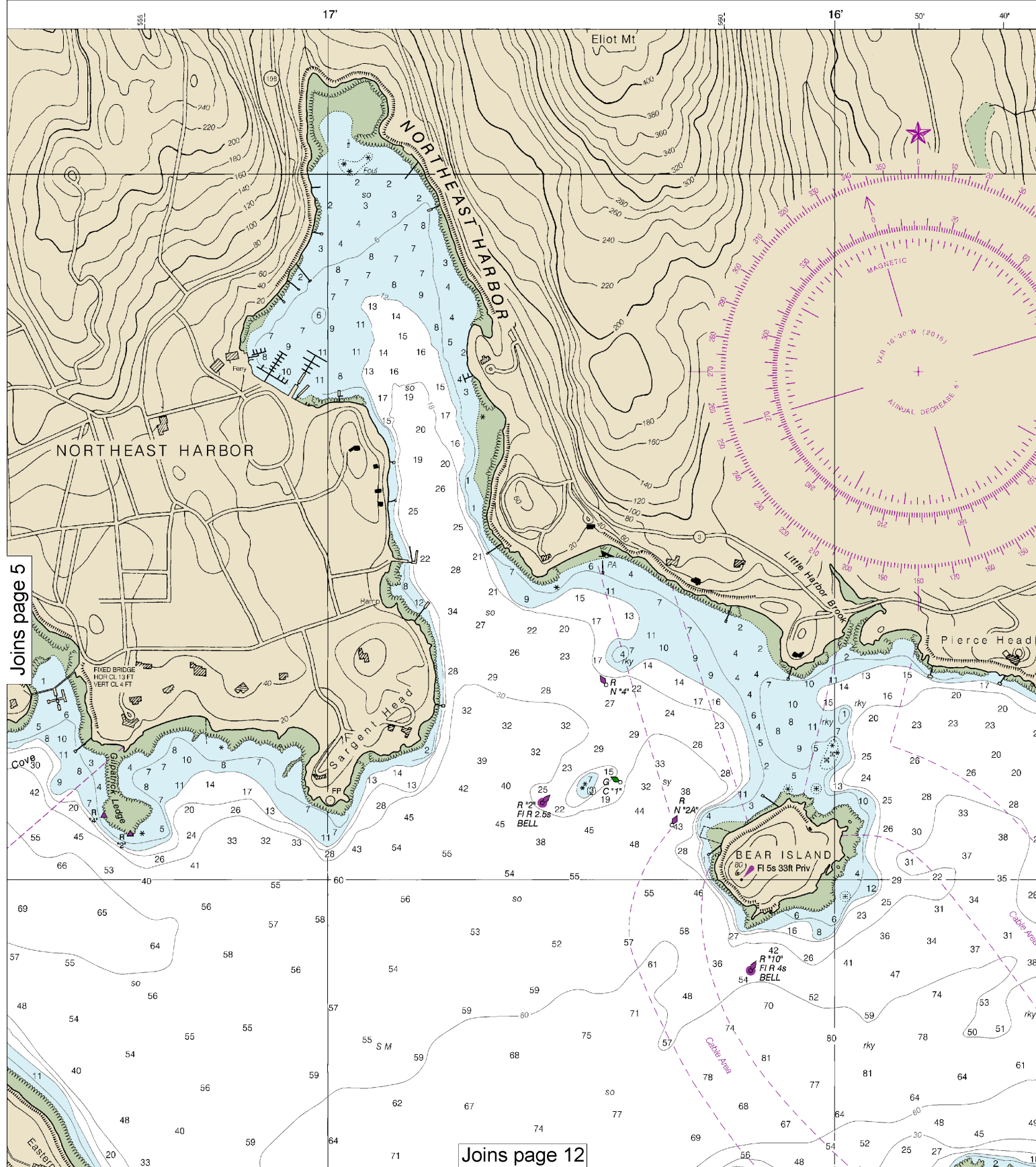
These volumes are available online at <http://www.navcen.uscg.gov>

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This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:13333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

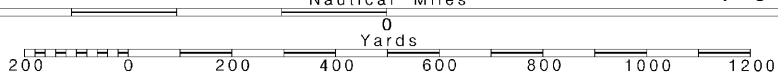


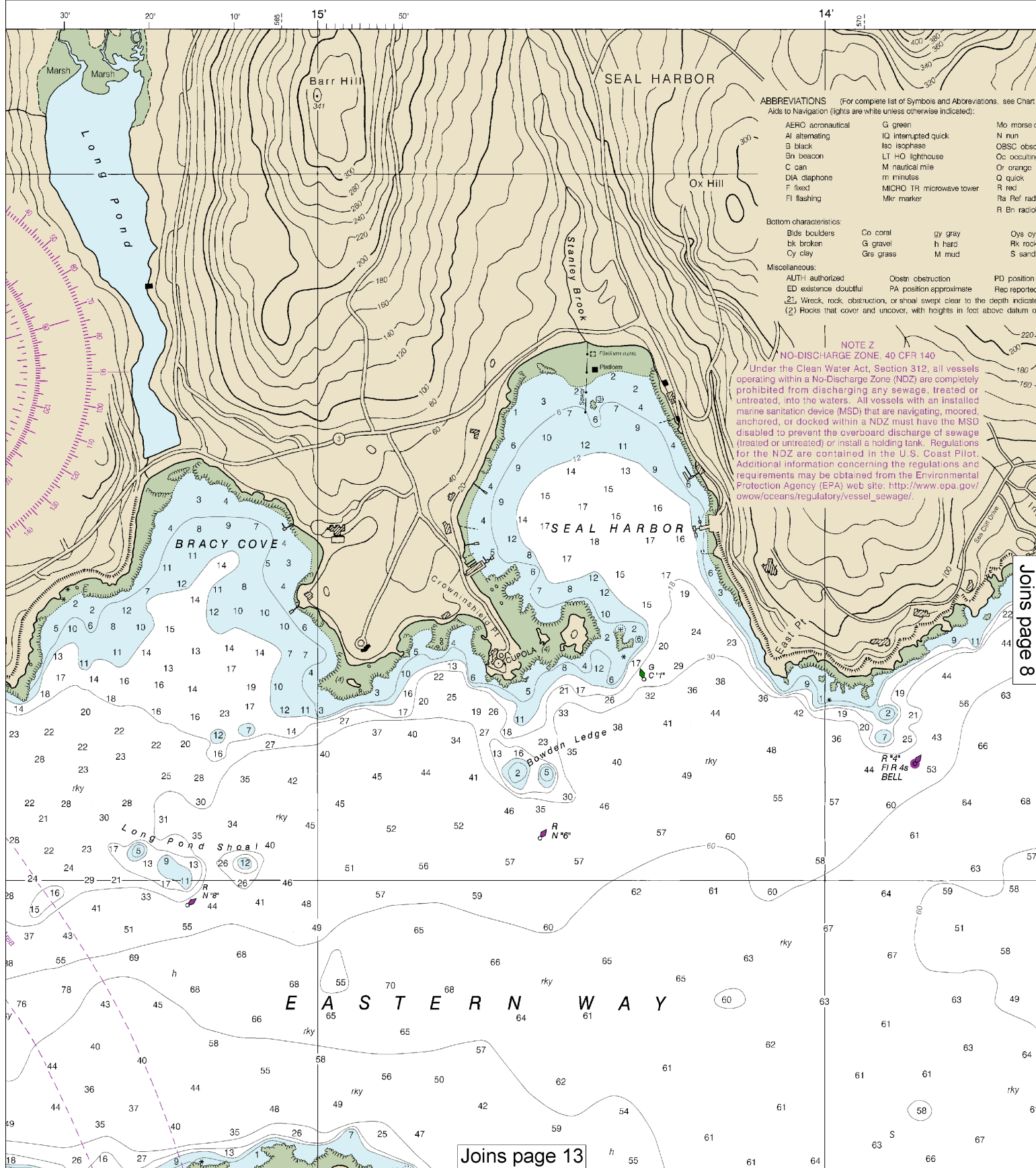
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

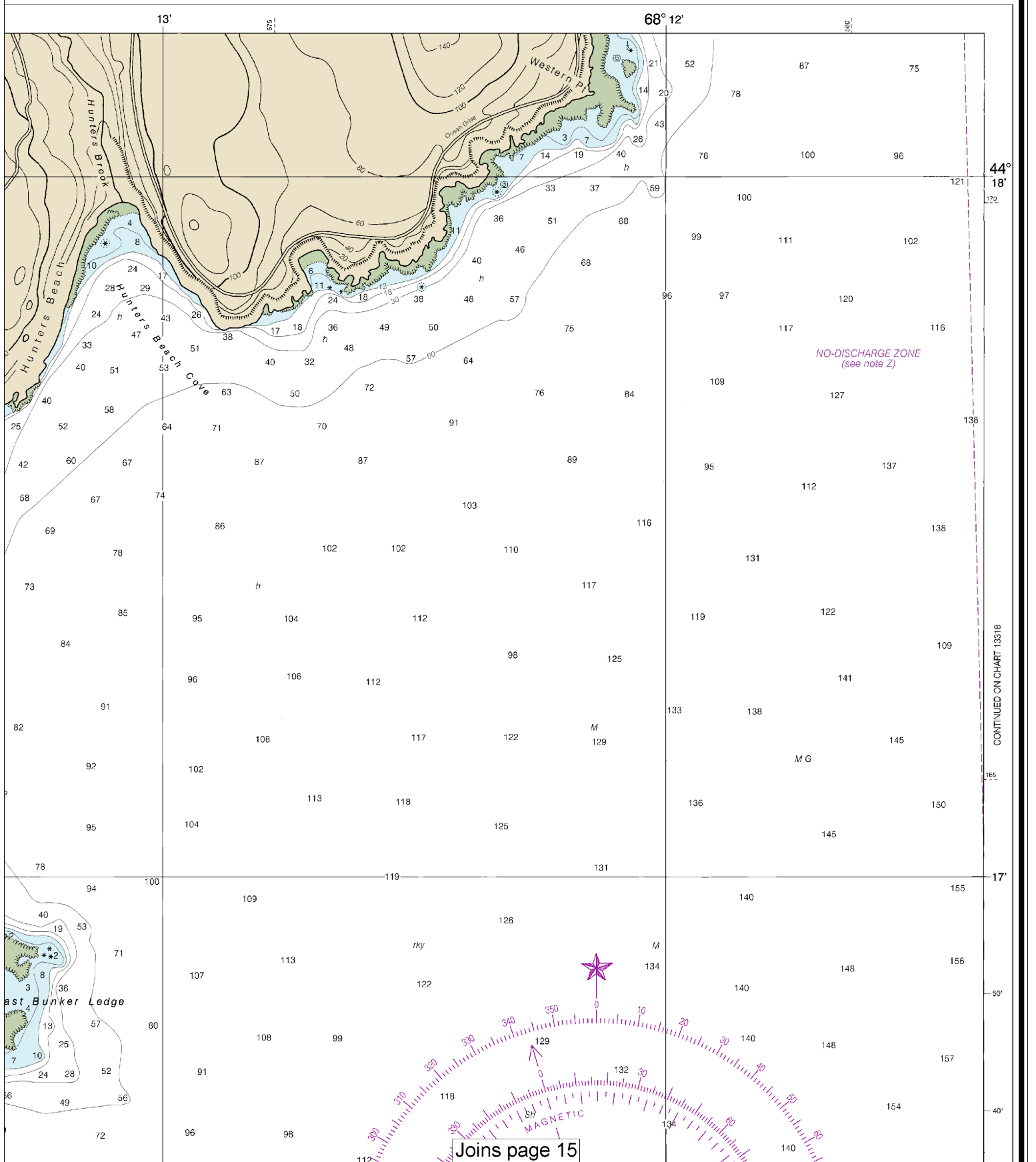
See Note on page 5.



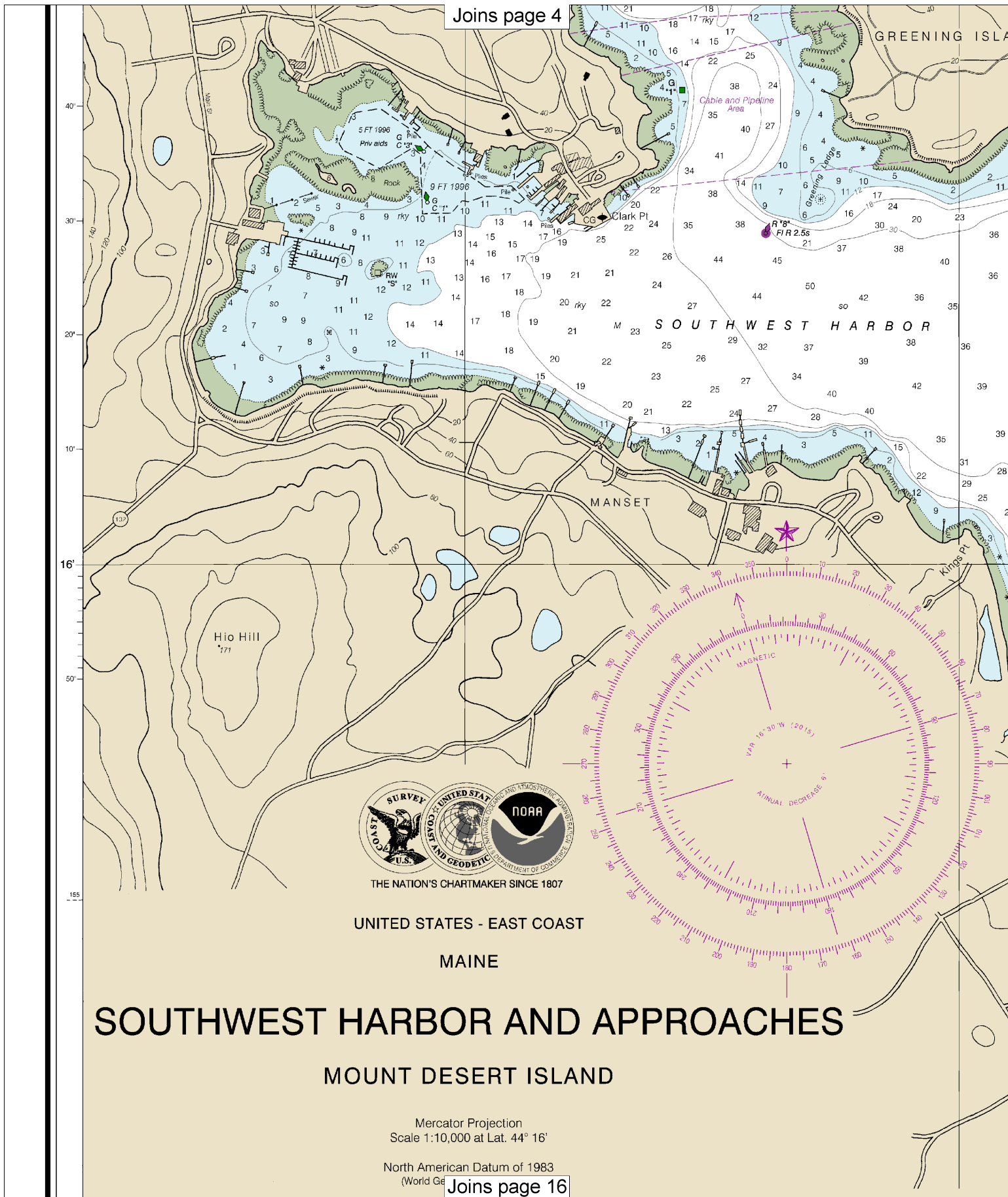


Last Correction: 5/5/2016. Cleared through:
 LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

SOUNDINGS IN FEET



Joins page 4



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

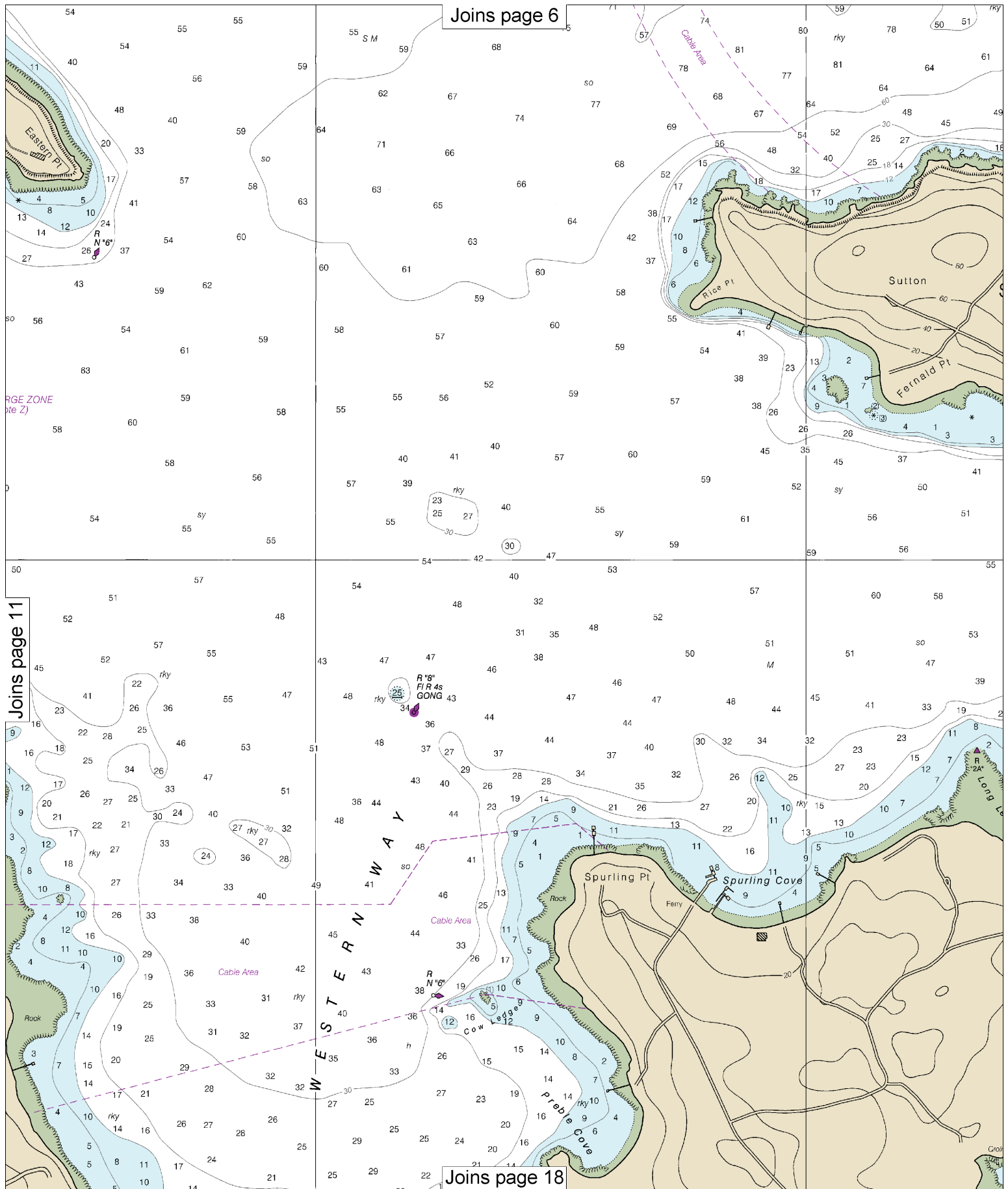
See Note on page 5.



Joins page 5

Joins page 12

Joins page 17



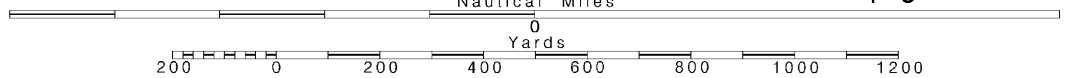
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Note: Chart grid lines are aligned with true north.

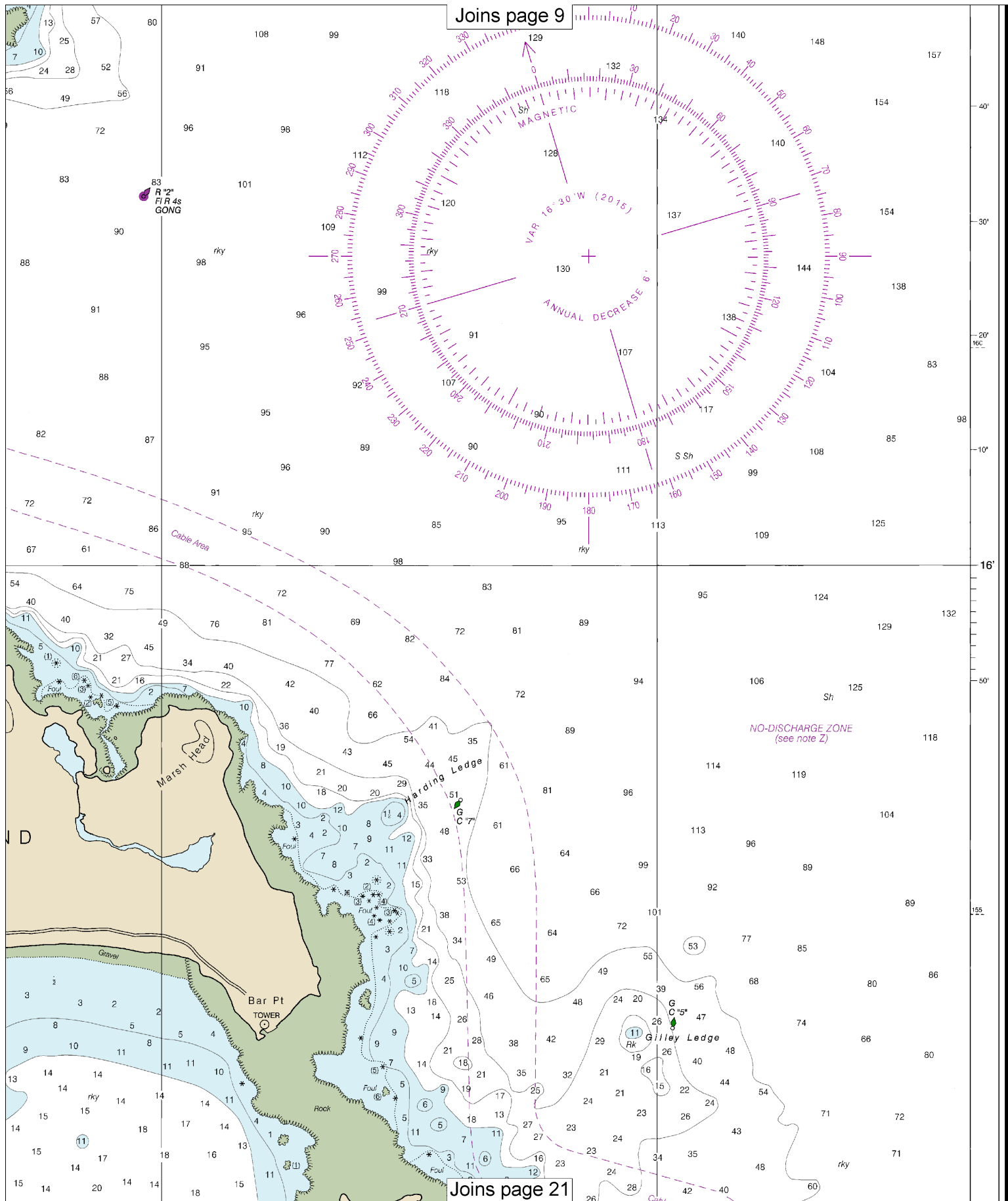
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.







Joins page 10
MOUNT DESERT ISLAND

Mercator Projection
Scale 1:10,000 at Lat. 44° 16'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

PLANE COORDINATE GRID
(based on NAD 1927)

Maine State Grid - east zone, is indicated by dashed ticks at 5,000 foot intervals. The three digits are omitted.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Southwest Harbor	(44°17' N/68°19' W)	11.1	10.6	0.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (May 2015)

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME KEC-93 162.400 MHz

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

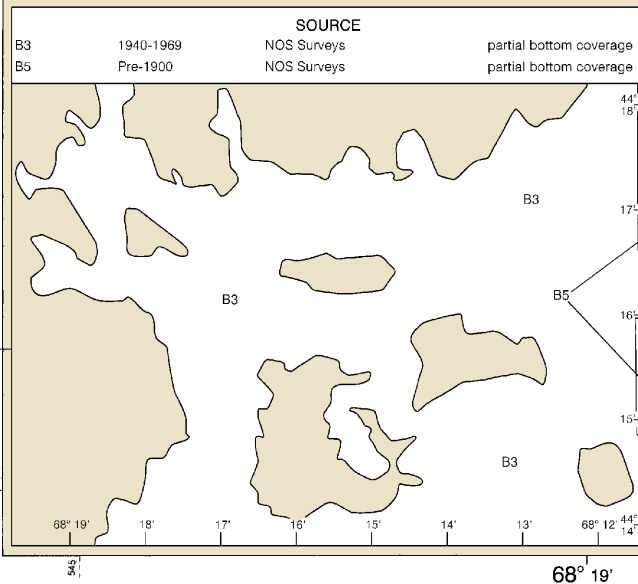
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.285" northward and 1.945" eastward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



10th Ed., Jun. 2015

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Last Correction: 5/5/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

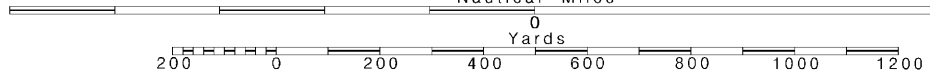
SOUNDING

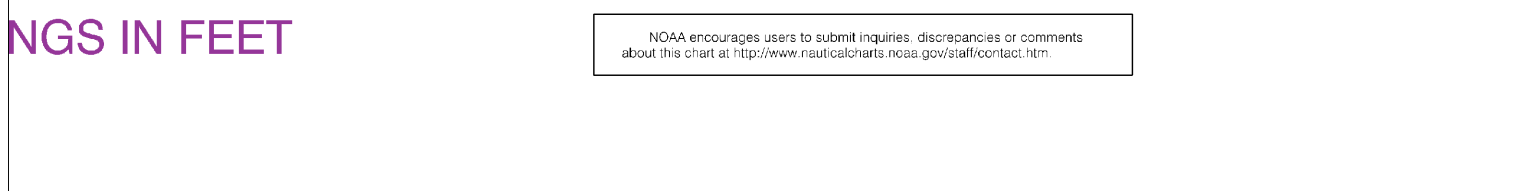
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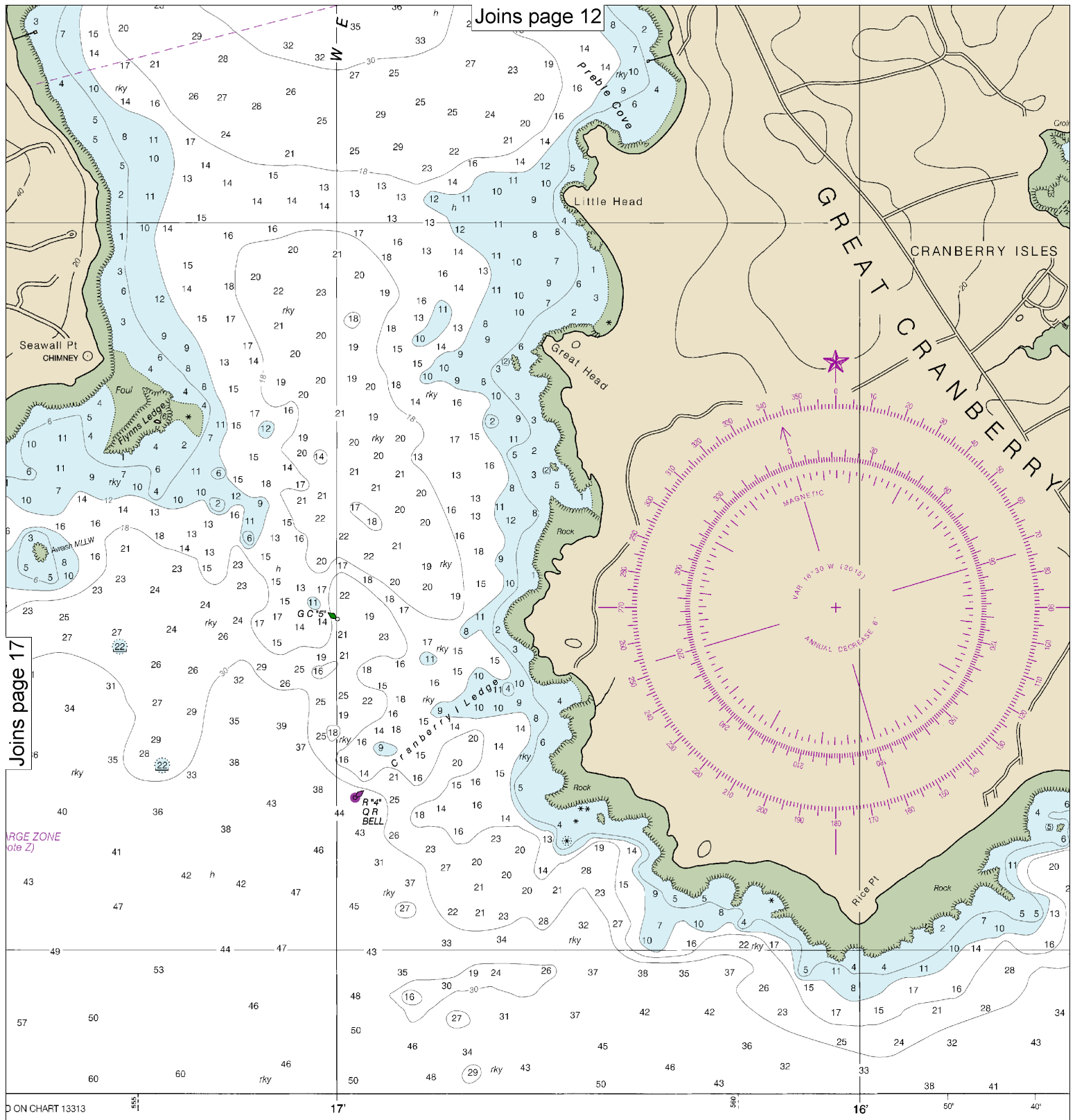
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

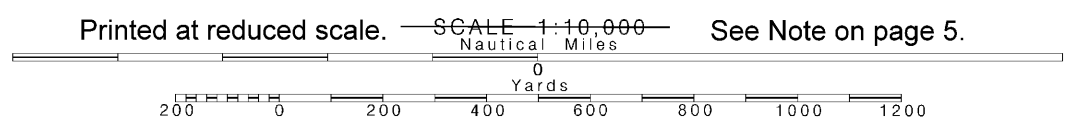
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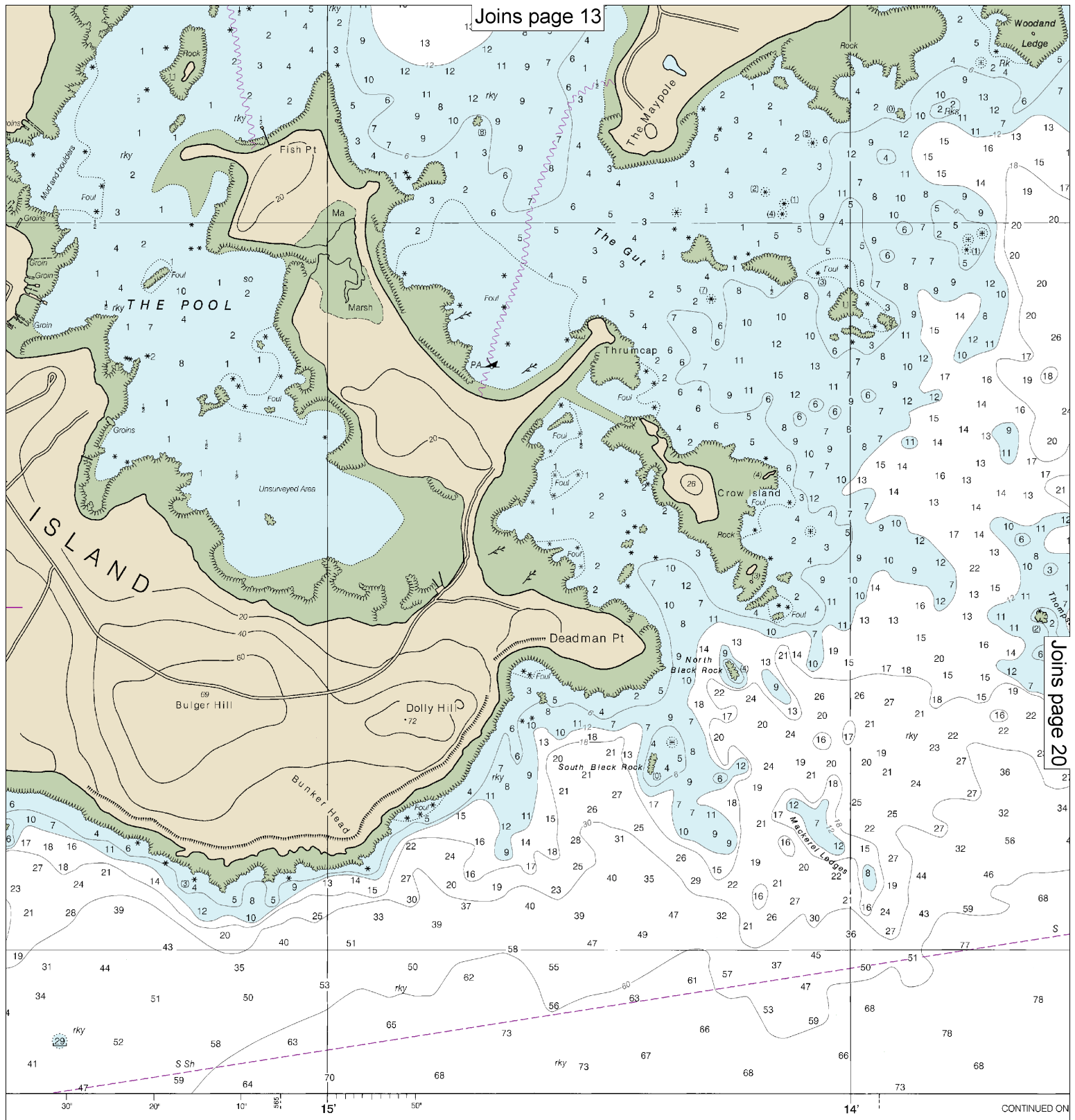




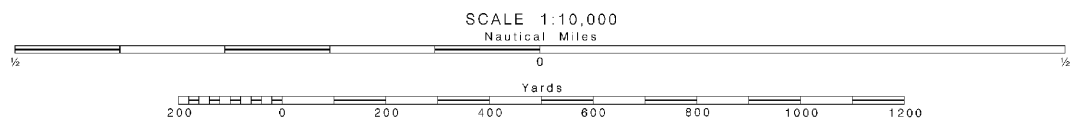


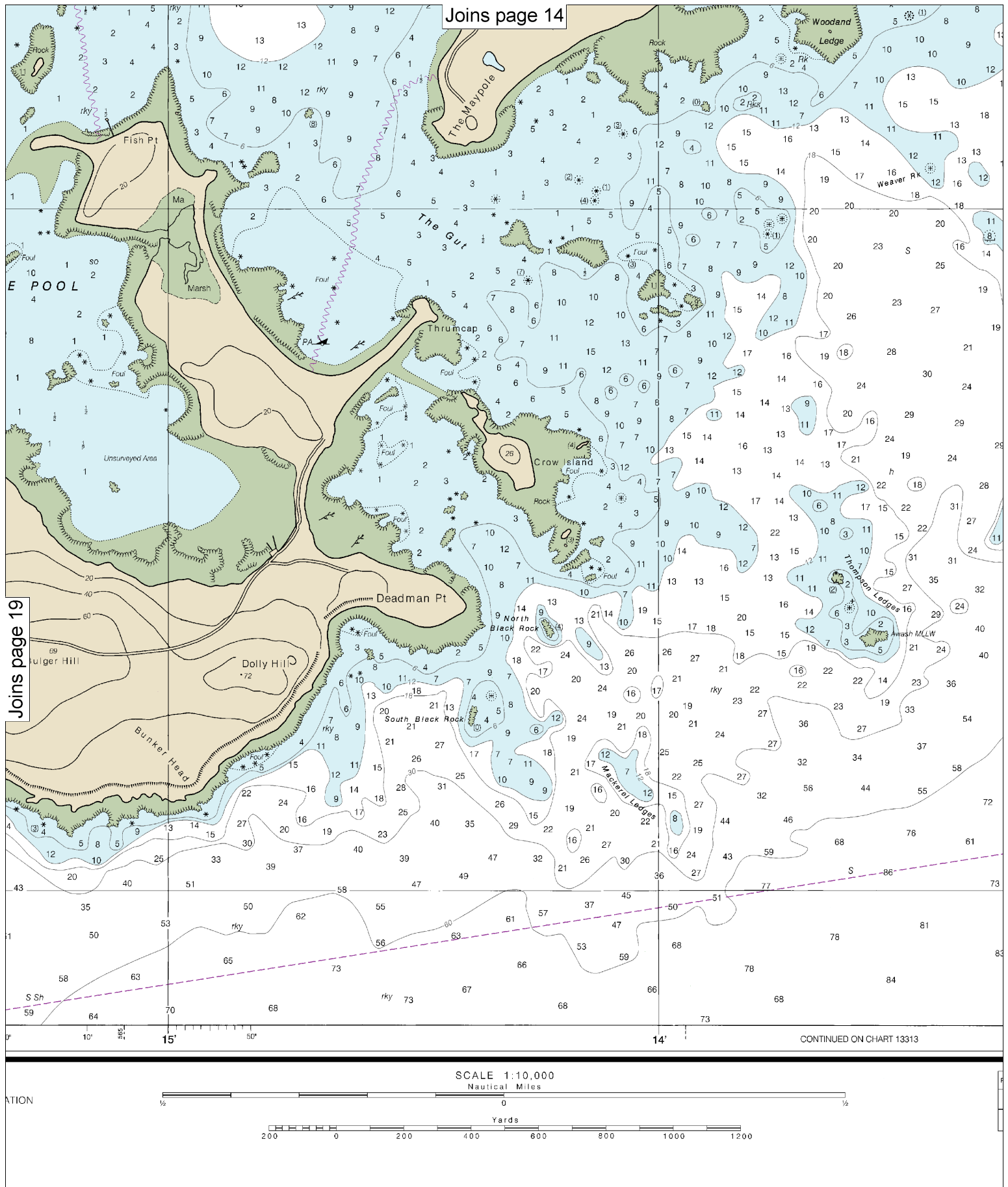
Note: Chart grid lines are aligned with true north.





at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. COAST AND GEODETIC SURVEY





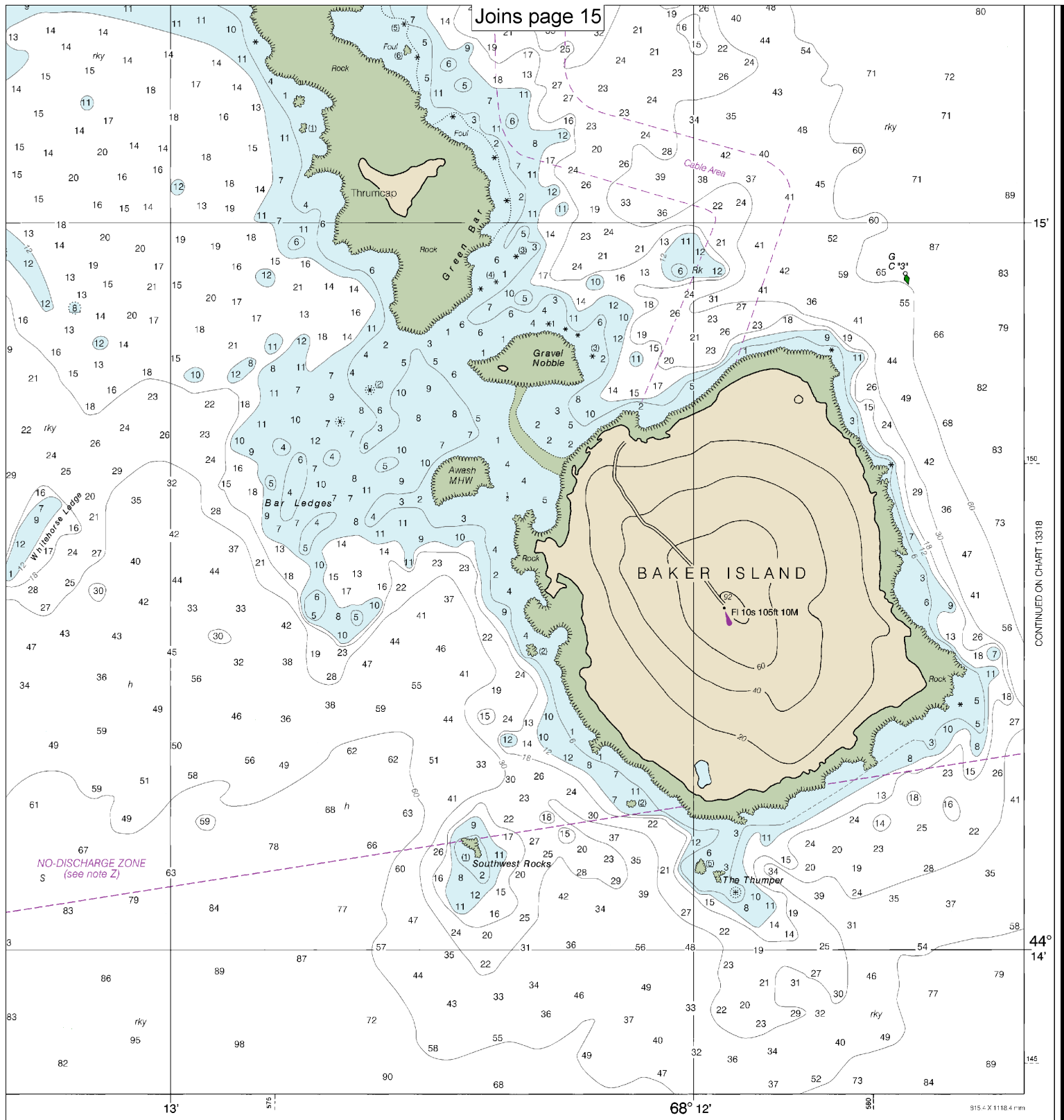
20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

See Note on page 5.

0
Yards
200 0 200 400 600 800 1000 1200



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Southwest Harbor and Approaches
SOUNDINGS IN FEET - SCALE 1:10,000

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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Interactive chart catalog	— http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.